AAIB Bulletin No: 11/94 **Ref: EW/G94/10/06** **Category: 1.2**

Aircraft Type and Registration:	Cessna 310K, G-OBNF
No & Type of Engines:	2 Continental IO-470-U piston engines
Year of Manufacture:	1966
Date & Time (UTC):	11 October 1994 at 1500 hrs
Location:	Sherburn-in-Elmet Airfield, Yorkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to the nose and propellers
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	52 years
Commander's Flying Experience:	3,340 hours (of which 880 were on type) Last 90 days - 115 hours Last 28 days - 18 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

The aircraft was engaged on a positioning flight from Fadmoor to Gamston, for radio work. Shortly after takeoff, when the landing gear was retracted, the 'gear up' light failed to illuminate. After a brief time the pilot found that the landing gear circuit breaker had tripped. On resetting the circuit breaker a loud mechanical bang was heard, and the 'gear up' light illuminated. Upon arrival at Gamston the nose gear down light failed to illuminate. From the observations of ground witnesses it was determined that the main gears were extended but the nose gear had remained in the retracted position. The pilot chose to divert to Sherburn, which has a grass runway. During the approach the engines were shut down and the propellers feathered; the pilot also attempted to position the propellers to avoid ground contact using the starters, however, on one engine this could not be fully achieved due to engine compression. During the landing roll the aircraft decelerated rapidly on the grass surface, which was uneven and had been levelled with sand. As the nose lowered both propellers contacted the ground, one sufficiently to require the engine subsequently to require a shock loading inspection. Damage to the nose was minimal.

The maintenance organisation has reported that the aircraft has not thus far been inspected in detail, however, initial assessment is that the nose gear had jammed on the bay door, or its operating mechanism. Also, the pilot had been cleaning mud deposits from the nosewheel bay before the accident flight and it was believed that some damage, or foreign object ingress, had occurred. If, as a result of further work and repairs any significant engineering cause is established, an addendum to this Bulletin will be published.